

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 BOARD OF DIRECTORS

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-03-17 MTB)

9
10 ADOPTING CHANGES TO THE
11 FUTURE ALBUQUERQUE AREA
12 BIKEWAYS AND STREETS DOCUMENT
13 RELATED TO THE PASEO DEL VOLCAN ACCESS POLICIES
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24 WHEREAS, the Future Albuquerque Area Bikeways and Streets (FAABS)

25 document contains the streets and bikeways facility planning maps for the

26 Albuquerque Metropolitan Area (AMPA); and,

27 WHEREAS, the FAABS document governs the access control policies for
28 major streets in the AMPA; and,

29 WHEREAS, an Environmental Impact Statement (EIS) has determined the
30 access policy for the western alignment of Paseo del Volcan; and,

31 WHEREAS, consistency between the EIS and the FAABS facilitates
32 transportation and land use planning to achieve regional goals;

33 NOW, THEREFORE BE IT RESOLVED by the Metropolitan
Transportation Board of the Mid-Region Council of Governments of New Mexico

1 that the FAABS be changed to clarify the access policies for the Paseo del
2 Volcan alignments as follows:

3 1. Paseo del Volcan (Western Alignment). A high-speed, high-capacity, limited
4 access principal arterial from the southern terminus at I-40 to the northern
5 terminus at US 550. It is the desire of the MTB that Paseo del Volcan (Western
6 Alignment) shall be developed to freeway standards and that access shall be
7 provided via interchanges at approximately one mile intervals.

8 2. Paseo del Volcan (Eastern Alignment). A high-speed, high-capacity, limited
9 access principal arterial from the southern terminus at Senator Dennis Chavez
10 Boulevard to the northern terminus at Southern Boulevard in Rio Rancho. The
11 purpose of Paseo del Volcan (Eastern Alignment) is to provide a relatively high-
12 speed regional roadway connecting Paseo del Norte with I-40; reasonable direct
13 access to the Double Eagle II Airport from both Paseo del Norte and I-40; and
14 limited but viable access to commercial and residential properties adjacent to the
15 roadway. The following access policy has been established:

16 a. From Senator Dennis Chavez Boulevard to I-40.

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18 (1) Full intersection permitted at Tierra West Estates Road,
19 approximately one-half mile south of Central Avenue.

20 (2) Access between Tierra West Estates Road and Senator Dennis
21 Chavez shall be provided for full intersections at approximately one half mile
22 intervals and for "T" intersections and right-in/right-out driveways at
23 approximately one-quarter mile intervals.

24 b. From I-40 to Double Eagle II Airport southern boundary.

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1 (1) Full intersections permitted only at:

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3 (a) Ladera Drive.

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5 (b) 118th Street.

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7 (c) 98th Street.

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9 (d) Upper Street.

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11 (2) "T" intersections and right-in/right-out driveways permitted at

12 approximately one-quarter mile intervals between Ladera Drive and Double

13 Eagle II Airport (no intersections and/or driveways permitted between I-40 and

14 Ladera Drive).

15 c. From Double Eagle II Airport southern boundary to Double Eagle II

16 Airport northern boundary. No access permitted except as prescribed by the

17 Double Eagle II Airport Master Plan.

18 d. From Double Eagle II Airport northern boundary to Southern Boulevard

19 in Rio Rancho. Access shall be provided for "T" intersections and right-in/right-

20 out driveways at approximately one-quarter mile intervals.

21 3. The Paseo del Volcan (Eastern Alignment) Study Corridor between Paseo del

22 Norte and Southern Boulevard will continue to be reflected on the Long Range

23 Roadway System map.

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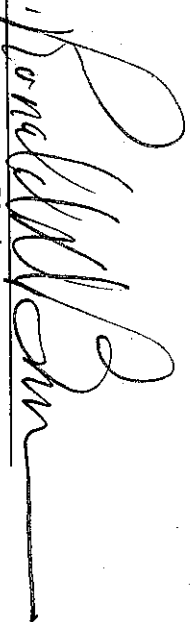
25 PASSED, APPROVED, AND ADOPTED this 10th day of July, 2003 by the

26 Metropolitan Transportation Board of the Board of Directors of the Mid-Region

27 Council of Governments of New Mexico.

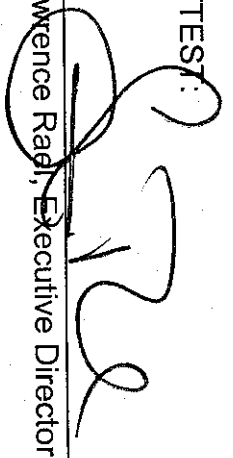
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Ron Brown, Chair
Metropolitan Transportation Board

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ATTEST:


Lawrence Raab, Executive Director